

NEW YORK, TUESDAY, FEBRUARY 3, 1903.

PRICE ONE CENT.

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GERMANY NOT WILLING TO GO TO HAGUE.

Emperor William's Representative Here Wants to Settle Venezuelan Trouble with Minister Bowen.

CABINET TAKES UP MATTER.

Situation Regarded as Grave, but President Roosevelt and Others Concerned Hope for a Peaceful Compromise.

WASHINGTON, Feb. 2.—Mr. Bowen's decisive note rejecting the divisional scheme proposed by the British Ambassador led to numerous conferences to-day.

Baron Sternburg was an early caller at Mr. Bowen's hotel to-day and an hour later he was joined in Mr. Bowen's rooms by the British Ambassador and they spent half an hour in joint conference with Venezuela's representative, the British Ambassador leaving first.

It is certain that attempts to reach a compromise have been by no means abandoned and that this forenoon's conference was devoted to that object.

By appointment the three representatives met shortly after noon at the British Embassy, and while, owing to the rigid limitations under which they are acting, these representatives must refer to their home governments at every step in the negotiations, they are still not precluded from themselves devising schemes of settlement which may be approved.

To Settle It Here.

It appears that the issue is now between a reference of the case to The Hague Tribunal for adjudication of the single point of preferential claims and the framing of a complete compromise agreement here in Washington, which shall provide for a full settlement of all the Venezuelan claims.

It is known that Baron Sternburg, representing Germany, is earnestly desirous of avoiding recourse to The Hague, and wishes to reach a speedy settlement in Washington by direct arrangement between Mr. Bowen and himself.

Mr. Bowen is perfectly willing to meet this wish, but sooner than sacrifice the principle involved in the allowance of preferential claims in undue proportion, he is willing to surrender whatever of personal glory he might have expected to realize from effecting a complete settlement here and allow the case to go to The Hague.

The point has been made that a mere desire on the part of Venezuela's representative to send the case to The Hague is not sufficient to effect that, inasmuch as conditions precedent must be met.

It is now learned that this obstacle no longer exists.

Mr. Bowen is prepared to pay down immediately the small amount of cash indemnity on account of personal insults sustained that the allies are now willing to accept, as sufficient to inaugurate arbitration at The Hague.

Cabinet Talks Venezuela.

President Roosevelt and all the members of the Cabinet were in session for an hour and a half to-day. It is known that the Venezuelan question was under consideration for some time, but at the conclusion of the meeting no member of the Cabinet would discuss, for publication, this phase of the meeting.

It can be said that the government, while deeply interested in the pending negotiations, has taken yet no part in the controversy.

Both the President and his Cabinet are entirely hopeful of an early adjustment of the difficulty, although it is realized fully that serious obstacles remain yet to be overcome.

BRITISH CABINET TO CONSIDER VENEZUELA.

LONDON, Feb. 2.—The first Cabinet meeting since the prorogation of Parliament has been summoned for Feb. 4. Other meetings have been arranged for Feb. 7 and for next week. While the principal business discussed will be the arrangement of the legislative programme for the forthcoming session, commencing Feb. 17, advantage will be taken of the presence of all the important ministers, except Colonial Secretary Chamberlain, to thoroughly review the Venezuelan situation.

In connection with this show of exceptional interest by the English government in the South American affair is a despatch from Paris to-day in which the statement is made from the French Foreign Office that even if the French Atlantic Squadron had been ordered to Martinique, it is a mere coincidence, and has no bearing on the Venezuelan affair.

This, of course, is regarded as a diplomatic explanation.

GERMANY FEARS LOSS OF ENGLAND'S SUPPORT.

BERLIN, Feb. 2.—The German Ambassador at London, Count Wolff-Metternich, in a despatch to his Government, referring to the British public (Continued on Fourth Page.)

WATERBURY MOB STONES MORE CARS.

Friends of Trolley Men Do Not Wait for Nightfall, but Start Rioting in Broad Daylight.

MORE TROOPS MAY BE SENT.

Citizens Angered by the Placing in Authority of Col. Burpee, Who Is General Counsel for the Railway Company.

(Special to The Evening World.)
WATERBURY, Conn., Feb. 2.—With a slight interval for sleep the striking trolley men of this city have started to riot again.

The Brooklyn district was the scene of the first violence to-day, a number of the strikers massing there and stoning the cars of the company, which were run without armed guards.

Four cars were attacked with a fusillade of missiles. The guardsmen charged the crowd and there was a temporary lull. Immediately, however, the news of the incident was communicated to headquarters, and Company F, Second Regiment, was hurried to the scene to reinforce the troops on the spot. Orders were also issued increasing the detail on board the cars, and each car now carries six soldiers on its journey from the power-house to the end of the line in Brooklyn.

Col. Burpee is seriously alarmed at the growing dangers of the strike situation. He has about decided that it will be advisable to call for more troops.

Col. Burpee, whose connection with the militia is a source of great indignation to the trolley men and their sympathizers—told an Evening World reporter that conditions are worse to-day than at any time since the beginning of the strike.

Indignant at Burpee.

Many citizens who were indifferent to the cause of the strikers have joined in the general resentment against the presence of the troops through the order detaching Col. L. F. Burpee from the Second Regiment. He is general counsel for the street railroad company and manager of the company's fight against the strikers. Besides his position as City Court, a personal friend of Gov. Chamberlain and an important political factor in the State.

Thus is presented the peculiar spectacle of a corporation employee and the organizer of its fight against its employees being in command of troops to keep these striking employees in subjection. As a magistrate, moreover, it is his privilege to pass judgment upon those arrested for causing disturbances. Col. Burpee has not so far set at any of the cases brought against the strikers, fourteen of whom have been arrested since the inauguration of the strike.

Company and Men Deadlocked.

Officers of the two regiments believe they will be kept here at least a week. The railroad company and the trolley men's union are at a deadlock over demands of the men. The strikers insist that the two discharged employees, one of whom is President of their union, shall be reinstated; that the union shall be recognized and a wage increase granted.

The company absolutely rejects these demands and announces a determination to continue the strike with the military to suppress violence. Meanwhile the strikers' union, while deprecating the riotous proceedings of some of their sympathizers, continues to assert that the railroad company management is responsible because of its "arrogant attitude." Contributions from thousands of working men and women of the city, who are members of unions which have voted to support the strike, are said to have come in freely to the strikers.

In the Police Court, presided over by Assistant Judge Fudge, one of the strike sympathizers, Michael Breen, was sentenced to sixty days in jail for drunkenness and a charge of breach of the peace. He is said to have thrown a stone at a car. William Seery, who climbed a pole last night with the alleged intention of shutting off the power along a section of the railroad lines, was also arraigned.

KRIEG TOOK POISON.

Quarrel Between Neighbors About Coal Leads to Attempted Suicide.

Fearing arrest as the result of a quarrel with his neighbor, Charles Krieg, a carpet layer, forty-five years old, attempted suicide to-day by drinking carbolic acid in the kitchen of his home at No. 230 Nevins street, Brooklyn.

Krieg had a falling out with James Murphy, another tenant of the house. He accused Murphy of stealing his coal and the two fought. Krieg went to the Butler Street Police Court to-day and asked Magistrate Tighe for a warrant for Murphy's arrest. He was told that his neighbor had already procured a warrant for his arrest.

Frightened at the thought of being arrested, Krieg purchased a bottle of acid and, returning to his home, he took the contents. He was taken to the Long Island Hospital in a dying condition.

Two Weeks in the Tropics.

Pennsylvania Railroad Passengers Conducted to Florida here for 11 and March 2. Round-trip fare, \$10.00. Ticket Agent, 200 Ave. New York.

MILITIAMEN GUARDING CARS IN THE DANGEROUS DISTRICTS OF WATERBURY.



WHITEWASH FOR QUIGG; DOBLIN IS ALONE TO BLAME.

Congressional Investigating Committee Sifting the Charges Made by Lessler Reports that a Bribe Was Offered by Doblin, but that No One Was Back of Him in the Affair—Holland Boats Knocked Out.

(Special to The Evening World.)
WASHINGTON, Feb. 2.—The Naval Committee completed its whitewash report of the Lessler bribery charges to-day.

These are the findings: Representative Lessler was offered a bribe by Philip Doblin; Doblin acted on his own initiative and responsibility; Emanuel E. Quigg was not implicated in any way with the matter.

The evidence does not show that the Holland Torpedo Boat Company or any of its officers or agents had anything to do with the offering of a bribe to Representative Lessler.

The committee recommends that a transcript of the testimony be referred to the Attorney-General of the United States for whatever action he may deem necessary. The members of the committee believe by this recommendation that criminal proceedings will at once be brought against Philip Doblin.

The findings are identical with those given by The Evening World on last Tuesday, the day the investigation closed. The "whitewash" brush was applied with an unhesitating hand, and every member of the committee is satisfied.

Three members of the committee voted "present" on the adoption of the report, not caring to be recorded either for or against it.

Jeffries, succeeded in making two matches to-day.

Kid McCoy and Jack Root signed articles to fight before the club for a purse of \$5,000, and forfeits were posted by the fighters and by the club.

The matchmaker and the principals agreed upon March 16 as the date for the go, and both men will start training at once.

After making this match Herman hunted up George Gardner and secured his signature to an agreement to meet McCoy.

Gardner and McCoy will come together four weeks after the first fight.

When Going to Chicago the man who likes comfort uses the Pennsylvania Limited. Its appointments are perfect and its schedule convenient.

CORBETT SIGNS TO FIGHT JEFFRIES.

Ex-Champion Agrees to Meet the Boiler-Maker in a Twenty-Round Go at Fort Erie.

Jim Corbett, signed the articles of agreement for a twenty-round fight with Jeffries at Wood's gymnasium this afternoon. He agreed to let the winner take seventy-five per cent. of the purse and made all conditions favorable to the champion, who he says must fight him.

Matchmaker Herman, of the International Athletic Club, signed for the club, and inserted a clause stating that the entire amount of the purse would be posted before the men entered the ring.

Corbett, who already has up \$2,500, forfeited, agreed to make the amount \$5,000 whenever Jeffries did likewise.

Sam Harris also signed the agreement as a witness for Corbett, and the articles will be forwarded to Jeffries in an effort to secure his signature.

There was a large crowd on hand to witness the signing of the agreement, and Corbett entertained with a half hour's work out in the gymnasium afterward.

EX-SENATOR DAWES DYING.

PITTSFIELD, Mass., Feb. 2.—Ex-Senator H. L. Dawes's condition is extremely critical. He has been unconscious all day and it is thought he will survive but a few hours.

JACK MUNROE AND TOM SHARKEY SIGN

Miner and Sailor Agree to Battle Before Club Offering the Largest Purse.

Tom Sharkey and Jack Munroe were matched at noon to-day to fight. They will do battle before the club offering the largest purse.

Munroe and his manager, Clark Ball, met Sharkey this morning and they posted a \$2,500 forfeit each after a long discussion.

The bids for the bout will be opened March 3.

The wise ones in pugilistic circles think that it will be at least six months before Munroe and Sharkey fight. The reason for this is that Munroe can make considerable money from his theatrical engagements.

WEATHER FORECAST.

Forecast for the thirty-six hours ending at 8 P. M. Wednesday for New York City and vicinity—Fair to-night. Wednesday, rain or snow. Fresh to brisk north to east winds.

EXPLOSION IN THIRTY-NINTH STREET ALARMS HOTEL GUESTS

A terrific explosion of gas in the cellar of the Albert & Co.'s stables, Nos. 104 and 106 West Thirty-ninth street.

blew out the plate-glass front of the building, as also the

No. 108, occupied by a saddler. The consternation in the

neighborhood following extended to the Carlton House on the

corner and the Casino. Guests from the former who are

principally actors and actresses fled precipitately into the street.

Five men in the basement of the stables, where 200 horses

were stalled, had an exciting time quieting the frightened animals.

Flying glass injured several persons. Albert McCoy was among those cut. A leak in the meter caused the explosion.

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Paramount Bourke Cockran, Senator Morrison

Sixth Race—Brush by 1, Glennevis 2, Fair Lass 3.

ENGINEER DAVIS SAID BOILER HAD LEAKED A MONTH

In the Dying Statement Read to the Coroner's Jury at Plainfield the Engine Driver of the Philadelphia Flyer Declared the Escaping Steam Obscured the Signals.

The Injector Broke Near Westfield, Making It Necessary for Him to Reach It, and He Saw No Warning of Danger Until Within Sixty Feet of the Easton Local.

(Special to The Evening World.)
PLAINFIELD, N. J., Feb. 3.—In the dying statement made by Engineer Davis, of the Philadelphia flyer, to County Physician Westcott and read to the Coroner's Jury this afternoon, he said:

"I started from Jersey City at 6.13 P. M. with a leaking steam chest, which had been cracked for a month or so. I told the fireman we must go carefully because the steam was coming up in clouds and I had a hard time to see the signals. Between Cranford and Westfield the injector broke. I saw the Westfield lights and then the passenger train when I was within sixty feet of them. I applied the emergency brakes, and knew nothing more after that until I awoke with a car cushion under me and fire all around me."

MASTER MECHANIC DEETER ADMITS THE BOILER LEAKED.

(Special to The Evening World.)
PLAINFIELD, N. J., Feb. 3.—Coroner Bunting and a jury began the inquiry this afternoon into the responsibility for the Westfield wreck at 2.15 this afternoon in the Common Council Chamber. As he called the names of the jurors there came through the windows the sound of muffled drums. The funeral procession of J. Everett Reighton, one of the victims, led by Company K, of the Sixth militia, was passing. He was the last of the killed of the terrible disaster to be buried.

The Coroner in a moment began reading the old common law charge covering homicide in all its phases, and in conclusion told the jury that it had been called to ascertain how John Currid, of Dunellen, came to his death on Tuesday night last. The Public Prosecutor, N. C. J. English, then made this statement:

"Gentlemen, this is not an accusation against any person or corporation. It is simply an investigation to ascertain where the responsibility, if any, attaches to the Central Railroad of New Jersey or to any one else for the disaster at Westfield."

The First Witness.

Dr. F. W. Westcott, of Fanwood, was called as the first witness. He identified Currid as having been taken from the wreck.

Frank L. Martin, a ship and engineering surveyor of New York, residing in Plainfield, who was a passenger on the wrecked train, testified: "I was on the East car of the Philadelphia flyer, and I got up and went to the rear platform, and about a hundred yards away in the rear I saw a brakeman with a white light and a red one. He was waving them. The engineer of our train blew four whistles, and the brakeman started back toward the train. He had returned and I was getting aboard when I heard a terrible rumble and looked back. I saw a headlight coming toward me. At first it looked as if it were on another track. I was fascinated by that light, and suddenly it swung clearer and I saw it was on our track."

"That train is on our track," I cried to the brakeman. With that I jumped from the platform on an embankment at the side of the road and saw the express crash into the standing train. I did all I could to help in the rescue work."

Could Only See the Headlight.

"Did you see great quantities of steam escaping from the express engine as it came toward you?" asked Chairman Fiske, of the jury.

"No, sir. The headlight had my attention. It fascinated me. I could see nothing else," said the witness.

Q. Was it your custom to travel on the 5.45 train, as you call it? A. Yes.

Q. Did you always come and go on the main track—the track that you were on the night of the wreck? A. No. We were always switched off at Cranford Junction, a switch just a little way out of Cranford.

Q. Was the car you were in heated by stoves? A. Yes.

Roger Murray, of No. 108 Madison avenue, Plainfield, had a seat on the right hand side of the fourth car, about

six feet from the rear. He testified that he paid little attention to anything up to the time the Philadelphia Express struck the Easton local. He was cut out of the wreck through his own efforts and from the outside. He knew that the train ought to have been on the fourth and not on the main track.

Orders to the Local Train.

John R. Day, conductor of the Central Railroad of New Jersey, who was in charge of the Easton local No. 12 on Jan. 27, was questioned by Prosecutor English.

Q. What orders did you have, if any, to run ahead of the Philadelphia express on the night of Jan. 27? A. Orders from the company.

Q. What time did you leave Jersey City? A. At 5.47; we should have left at 5.55.

Q. Now, when did you get your orders to run ahead of the Philadelphia train? A. At Elizabeth.

"Is that the order?" asked the prosecutor, as he produced a copy of the train order, which read: "Conductor and engineer of No. 13 will run ahead of No. 62 from Cranford to Dunellen."

"That," said the witness, "is the order we got at Elizabeth. I gave it to the engineer."

"Now go on with your story," said the prosecutor.

Well, just as we got out of Westfield I heard a screeching like a train box and we began to stop. I jumped off to see if my rear flagman was on his perch, and saw him with a red light and a white light, walking the cross from our train. I turned then and walked forward, thinking that the hot box must be on one of the forward cars.

And before I reached the engine and before I reached the engine, I saw two long blasts and two short ones. I got aboard in the forward car, and was washing my hands when the crash came. I realized what had happened in an instant. We had started up and gone about 300 yards when the collision occurred."

The Prosecutor Amazed.

"Three hundred yards?" interrupted the Prosecutor in surprise. "Do you know how far 300 yards is?"

"I think I do," said the witness.

Q. Do you really know where the accident occurred? About that far from the last block signal at Westfield?

Q. If you had not received orders to run ahead of the Philadelphia flyer, would you have stayed on the fourth track? A. Yes, sir.

Q. Did you see the flagman at the Westfield crossing? A. No.

Day concluded with a statement of his understanding of the rules governing engineers in the observance of signals. He did not know of the time he left Jersey City and the general incidents of the run up to the time of the accident. I asked him for the cause of the collision and he declined to say anything. He said he might get better and then he would make a statement. I went to him later after that. I feel that he had the key to the situation and should make a statement. He lost no time. I visited him in the hospital. He made a statement. (Continued on Fourth Page.)